

D. F. TAYLOR,  
Seymour,  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES No. 1474. 日一廿月二年六十二精光 WEDNESDAY, MARCH 21, 1900.

三拜禮 號一廿月三英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE  
YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 12,000,000  
CAPITAL UNCALLED ..... " 12,000,000  
RESERVE FUND ..... " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.  
TOKIO. KOBÉ.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIEN-TSIN. NEWCHANG.

THE LONDON JOINT STOCK BANK, LD.  
THE UNION BANK OF LONDON, LD.  
HONGKONG AGENCY—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

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# Today's Advertisements.

THEATRE ROYAL,  
CITY HALL.

TO-NIGHT! TO-NIGHT!!  
And  
TO-MORROW NIGHT,

"THE GEISHA."

FRIDAY & SATURDAY,  
"A RUNAWAY GIRL."

PLAN at ROBINSON PIANO CO.

NOTE—A LATE TRAM will run after the Performance Nightly.

B. HERMANN, Business Manager.  
Hongkong, 21st March, 1900. [371b]

ECOTHE MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the PARKERS' HALL, 2nd Street, on THURSDAY, the 29th instant, at 5 for 5.30 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 21st March, 1900. [372b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
The Company's Steamship

"LOONGSANG,"  
Captain Weigall, will be despatched as above on SATURDAY, the 24th instant, at Noon. This steamer has superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 21st March, 1900. [372b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
The Company's Steamship

"SHIELDRA,"  
Captain Davies, will be despatched as above on WEDNESDAY, the 21st instant, at Noon. For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 21st March, 1900. [373b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).  
Taking Cargo at London Rates.

THE Company's Steamship

"HECTOR,"  
Captain Barr, will be despatched on TUESDAY, the 10th April.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st March, 1900. [371b]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."  
The above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,  
Acting Agent.  
\* Hongkong, 21st March, 1900. [1]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac - - - - - \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$38

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,  
QUEEN'S ROAD CENTRAL.

## MARRIAGES.

At Union Church, Victoria, Hongkong, on 21st instant, by the Rev. G. J. Williams, KATE G. MACALLAN, fourth daughter of James Macallan, Esq., Aberdeen, (Scotland), to Capt. WM. MACKAY, s.s. *Profontis*, son of Capt. Mackay, Harbour Master, Fraserburgh. [374b]

On the 21st instant, at the Peak Church, Hongkong, by the Rev. R. F. Cobbold, M.A., JAMES MIDDLETON BECK, of the Eastern Extension Telegraph Company's service, to ALICE CAROLINE, only daughter of Bruce Shepherd, Hongkong Civil Service. [375b]

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, MARCH 21, 1900.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

Defence of Mafeking.

LONDON, March 19th.

Constant and severe fighting is taking place at Mafeking. The British and Boer trenches are in the closest proximity and both sides are using dynamite hand grenades freely. Various reports indicate that the besiegers have been reinforced.

Advance of General Methuen.

The constitution of General Methuen's force is not known but it is believed to be composed largely of Colonial horsemen from Kimberly. General Methuen reached Warrenton on the 16th instant in time to prevent the bridge being completely destroyed and to secure the point on the Vaal River.

Obituary.

The death of General Sir William Lockhart at Calcutta is announced.

LATER.

General White Sails for England.

General White has arrived at Capetown in ill health, and sails for England on Wednesday.

Rumoured Outbreak in China.

Mr. St. John Brodrick replying to a question in the House of Commons regarding rumours emanating from America of an apprehended Anarchical outbreak in China, said that the Government would continue to take the necessary steps to protect British interests.

THE WAR LOAN.

Sir Michael Hicks-Beach states that the total applications for the war loan amounted to £335,500,000.

(From Japanese Papers.)

The Genseng Trouble.

SEOUL, March 7th.

The Japanese Government has agreed to the request of the Korean Government to adopt measures to avoid the inconvenience to both countries which occurs at present in the troubles that arise over the trade in red ginseng. It is believed ginseng will be made a monopoly like camphor in Formosa.

Death of Dr. Toyama.

TOKYO, March 7th.

Dr. Mr. Toyama, late President of the Imperial University and ex-Minister of Education, has been appointed an Honorary Professor of the Imperial University, and has been promoted to the junior grade of the Second Rank, the Second Order of Merit being conferred upon him.

Dr. Toyama is reported to have expired this morning.

The China Question.

TOKYO, March 8th.

The Chinese Minister in Tokyo has officially communicated to the Japanese Government the proclamation regarding the heir apparent to the throne of China.

A similar communication has been made to the Governments of all the other Powers.

Collapse of a Colliery Shaft.

FUKUOKA, March 8th.

The shaft of the Matsuyama Colliery in Kurume district, Fukuoka prefecture, has collapsed, and eight miners are imprisoned. Operations are being conducted to dig them out.

The Inzan Mine.

REPORTED CONFIRMATION OF CONCESSION.

SEOUL, March 10th.

The concession to work the Inzan mine has at last been granted to Mr. Pritchard Morgan.

The Rate of Interest.

TOKYO, March 11th.

The Mitsui Bank has arranged to raise the rate of interest on current deposits to 5.4 per cent. per annum on and after the 16th inst.

WEATHER REPORT.

The Observatory report says:—

THE Italian cruiser *Liguria* was favoured by a visit from H.E. Major General Gascoigne yesterday attended by his Aide-de-camp, Capt. the Hon. H. W. Trefusis.

It is supposed that plague has made its appearance in the New French possession, Kwang-chau-wan, as the authorities have applied for plague serum from Saigon.

Dr. J. M. Atkinson left for home to-day, in the German mail steamer *Stuttgart*. Dr. J. A. Lawson has been appointed P. M. O. during his absence. Mr. C. W. Duggan also left by the same steamer.

ONLY two cases of communicable disease were notified as occurring in the colony during the week ending 17th March. These were both small-pox cases, in the city of Victoria, and there was one death.

THE plague still continuing at Honolulu, energetic steps are being taken to meet it, and there is some talk of reforming the town drainage, which may have something to do with the plague continuing there.

Mr. Sid Black, and Mr. L. Jenkins, trick bicycle and Polo Bicycle riders, arrived from Calcutta by the s.s. *Chelina* yesterday. They hope to give an exhibition of their powers to the Hongkong public next Saturday afternoon when there should be a big audience, to witness one of the sensations of the East. They are on tour, having spent five months in India and Ceylon and are due in London in October next.

Dr. A. Bloch, the French anthropologist, attacks the theory that thick lips denote sensuality, while thin and delicate lips denote spirituality, firmness, and elevated character. The scientist considers that the shape, size, and colour of the lips are purely race characteristics, and that in the hybrid peoples of Europe and America, where there has been such an intermingling of races, a child may inherit from not very remote ancestors forms of lips that completely belie the actual character of the child, as indicated by the lip theory. Dr. Bloch considers that really thick lips in the white races are always anomalies or freaks of nature.

THE Palace of Westminster has in each influenza epidemic been a centre of infection, and it would be interesting to know, the *British Medical Journal* observes, whether those responsible for the cleansing and ventilation of the chamber itself, as well as of the lobbies, committee rooms, tea room, library, and so on, propose to take any special means to prevent the dissemination of infection when the House of Commons meets again. The air of the Chamber and its dependent rooms and passages is subjected to various processes which make it dry and at the same time enervating; the difference between the temperature of various parts is often very considerable, owing, as it is asserted, to a division of authority.

If a man of large fortune wishes his widow to live to an exceptional age let him give her a life interest in his property, and in ninety-nine cases out of a hundred she will test the patience of his natural heirs. Lady Rolle survived her husband for more than forty-three years, dying at the age of ninety-one, and during that period she drew about £20,000 a year from the Rolle estates. Lady Westminister (mother of the late Duke) had her husband's large estates in Dorsetshire and Wiltshire for life, and he left her nearly a million of personal property. She lived to ninety-five. Lady Emily Foley, who died shortly after she celebrated her ninety-third birthday, survived her husband for fifty-three years, and he left her the whole of his vast property in Herefordshire, Worcestershire, and Staffordshire for life.

ANOTHER magnificent find has been made, says the *Melbourne Age*, at the New Nuggety Gully, near Yandoo, and about 10 miles north-east of Daylesford. The mining registrar at the last named town reports to the Mines department that two miners, named Freeman and Rodgers, while working at New Nuggety Gully, unearthed a large alluvial nugget weighing no less than 160 oz. 11 dwts., at a depth of 13 ft. from the surface. The nugget is very smooth and well waterworn, and there are a few specks of quartz adhering to it. It is about six inches long, four inches wide, and two inches thick in the centre, tapering off to a thickness of half an inch at the edges. The gold is worth about 41. 15. per ounce. An extraordinary feature of the discovery is that it was made within eight feet of the spot where a 216 oz. nugget was unearthed in 1895 by a miner named J. Brown, and close to the point at which a third nugget, weighing 124 oz., was found by T. Batt. "Nuggety Gully" is, therefore, no misnomer.

A REMARKABLE letter from the Rev. John Moffat, son of the famous missionary and explorer, who has himself in a long residence in South Africa earned an honourable reputation as the friend of the natives, is published in the *Daily News*. Dr. Moffat states his conviction that Mr. Kruger never intended to make any concessions; that if he had placed an adequate defensive force on our borders before the certainty of war, it would have been accepted as a menace by the Boers; that the wrongs of the Outlanders were only one symptom of a disease which originated at Pretoria in 1881; and that the ascendancy of the Cape Boers would have made matters worse for the natives in the Colony. "But," he adds, "the condition of the native in the Transvaal is 100 years behind that of our natives in the Cape Colony, and you may take it as a broad fact that in proportion as Boer domination prevails the gravitation of the native towards slavery will be accelerated. The Nonconformist Liberals, who are now so fiery against what they consider an injustice to the Boers, stood by like dumb dogs in 1881, and allowed 500,000 natives to be handed back to Boer domination, and why? Because it was necessary to support Mr. Gladstone in his act of retrocession." The Boers may be "struggling to be free" themselves, but they are struggling to keep the natives and Outlanders in serfdom.

THE Royal Johore Tin Mines have been having a troublesome time of it but having arrested some of the coolies implicated in it the trouble seems to have abated a little. The owners hope to have everything all right once again in a few weeks.

THE new site for the Victoria Recreation Club, is to be done away with, when the extension of some 600 feet beyond the present Praya Wall takes place. Much gratification has been felt by the members at this intelligence.

THE Odd Volumes Society announce a lecture for Monday next, on "The Grip on Colonial Empire," by Mr. J. W. Jones. The lecture will be delivered in the Chamber of Commerce Room, City Hall, commencing at 5.15 p.m. The Hon. W. M. Goodman will take the chair.

THE "GEISHA" AT THEATRE ROYAL.

Last night at the Theatre Royal, City Hall, Mr. H. Dallas and his company scored another success in their production of the "Geisha." We have already given a synopsis of the plot and a criticism of the leading performers so need not again allude to them. One character, however, which through inadvertence, was omitted, is well worth favourable mention, being that of Reginald Fairfax, taken by Mr. Arthur Percival, a rollicking spendthrift, both in love and money, he admirably depicts a sailor laddie; his voice, too, is extremely well suited to the part and reminded us of concerns we have heard on the quarter deck when the genuine sailor boys have been singing. Miss Madge Grey received with applause at the conclusion of the first act. Perhaps we might suggest that a few of the encores be omitted. We cannot say the encores do not deserve it, but the play is lengthy as it stands and when encores are indiscriminately allowed they are apt to cause complaint at the lateness of the hour when the curtain drops. Two more performances of the "Geisha" will be given and we should advise our readers to avail themselves of this opportunity and secure seats at their earliest convenience.

CANTON NOTES.

PIRACIES IN CANTON.

On the 27th of last month while Leung Ah Lee, a Chinese gentleman, who had returned to Canton from Hongkong by the steamer *Hoi Yee*, was going to a junk to go to his native village, the sampan was boarded by pirates, who stole a box of clothes and some provisions valued at \$300. A similar thing happened to another gentleman who had just returned from Japan. China says these must be very brave ruffians to commit piracy in Canton waters.

PARTIAL LAUNCH AGROUND.

On the 9th inst., the Ping On Co's steam launch *Lee Yau*, of Canton, was boarded by pirates while on her way to Canton from Sui Hing. The pirates after robbing her, took her to attack another launch but while on the way for this purpose they stuck fast on a rock and foundered in the Sak Big River. No deaths are reported.

SCHEME FOR LOWERING THE PRICE OF RICE.

H.E. the Viceroy, Li Hung Chang, having noticed the great suffering caused by the high price of rice in Canton, has proposed to send to Wuhu and other places for some. When this arrives he will command the rice-dealers to sell it at the lowest margin of profit. If this does not succeed in bringing down the price H.E. intends starting a company to sell rice at cost price.

THE REFORMER KIN LIEN-SHAN'S CASE.

SHANGHAI, March 17th.

The following letter was received from Macao yesterday by members of the Reform Party here, which we have been kindly allowed to translate:—Mr. J. J. Francis, Q.C., of Hongkong, who has been retained for the defence of Mr. Kin Lien-shan, has also been requested to draw up a petition on his behalf to the Marquis of Salisbury in large number of foreign sympathisers having also expressed a wish to sign the paper. The substance of the petition is to be telegraphed to the Premier in order not to lose time. Besides Mr. Francis and the well-known Portuguese lawyer *Iacheco* (?), the following legal gentlemen from Hongkong have also been retained to defend Mr. Kin, namely, Messrs. Stokes and Wei On, a younger brother of Mr. Wei Yuk, a member of the Legislative Council of Hongkong. With such an array of legal talent—the best procurator in Hongkong—it will be strange if the party does not triumph in this matter. We are also very grateful to the Portuguese authorities here for their invariable courtesy and kindness to Mr. Kin, ever since it became evident that he had been made the victim of a trumped-up charge. For when Mr. Kin was first arrested and asked about the money he was said to have taken from the Telegraph Administration his surprise was so great and so genuine that the Portuguese officials suspected at once that there was something behind the charge, not knowing at the time that Mr. Kin was wanted for being a patriot and a Reformer. Our friends are perfectly safe so long as we have the sympathy of foreign countries, and the arrest of Mr. Kin should be taken as a warning for all of us to remain, for the present, under the powerful and perfectly just protection of Great Britain, instead of going about under the illusion that we are unknown to the people we happen to be amongst, unless, of course, the Cause demands it even to the sacrificing of our lives.

On the other hand, the Viceroy Li Hung-chang's deputy here, the notorious Liu Hsiao-hsun, has not been idle, but seems to be working hard and energetically to get a hold upon the person of our friend, "by hook or by crook," so he has been heard to declare; for we also have men watching every move and scheme of his. We have received a communication also to the effect that, even if Mr. Kin should be released after his trial, an attempt is to be made either on his life or the capture of his person; but to be forewarned is to be forearmed. There are also numerous rumours afloat here, in Canton as well as at Hongkong, regarding the intended movements of Liu Hsiao-hsun and his myrmidons for the obtaining of Mr. Kin's person, which, owing to the well-known character of Liu, find more or less credence amongst the people of the three cities. It is now also known that Liu's reward for success will be the return of *his* large property in Canton, valued at a million and half taels, which was confiscated by ex-Viceroy Tan Chun-lin, about three years ago, when Liu himself, was lying under a similar ban to that of his intended victim, viz: summary decapitation when arrested. Liu is, moreover, further promised another chance of manipulating the Weising Lottery upon which it will be remembered, he had so fattened himself that the people of Canton could bear it no longer and a hue-and-cry was raised which led to the issuing of an Imperial decree

commanding his instant execution without further trial. Liu, however, had his friends also, and so escaped first to Macao. This place being too hot for him and being in momentary danger of being kidnapped to Canton by the Viceroy's runners, Liu went to Hongkong and from thence to Shanghai. Having now the chance of reversing all these with the additional one of getting his revenge upon certain gentry of Canton who were the most energetic in exposing his delinquencies in the Weising Lottery tallies—according to ex-Viceroy Tan's memorial to the Throne—to nearly three million taels, it is not to be wondered at that Liu Hsiao-hsun is now trying his best to earn his reward.

Macao, March 8th.—*A. C. D. News.*

THE TOKYO OVERHEAD RAILWAY.

Nothing has been heard for a long time of the projected overhead railway in Tokyo, for the construction of which the last year's consent in the tenth session. It appears that great difficulties have attended the negotiations for the purchase of land. In the Kojimachi district, however, these difficulties have been overcome, and of the 18 land-owners whose property will be affected in the Shiba district the majority have made terms. It is expected, therefore, that the work of construction will commence in June, 1901. The first section of the line will be short. Starting from Shiba-ura, which is somewhat south of Shimbashi, it will pass along Hikeguchi, thence through the Yamaguchi Gate, the station along Yurakucho, and finally reach the central station in Eitoku-chi, in the immediate neighbourhood of the handsome pile of buildings erected under the auspices of the Mitsu Bishi Company. The making of this railway will doubtless conduce to the erection of new edifices on the large expanse of ground lying beyond the castle moat—an area of 20,000 *isubo*, of which 84,500 *isubo* belong to the Mitsu Bishi. At present there are four blocks of buildings on the latter lot—the new Tokyo Chamber of Commerce, the insurance companies' offices, the Nippon Yusen Kaisha, the Mitsu Bishi offices, and Messrs. Tokai and Company's office. These edifices are on a scale altogether above that of any other buildings erected in Tokyo by private enterprise. The Chamber of Commerce rooms cost 200,000 *yen*, and the four Mitsu Bishi blocks are said to have involved an expenditure of about one million. According to published estimates, the overhead railway company will require 10,000 *isubo* of land for their central station and for the various structures connected with it, but the estimate seems rather exaggerated. Forty thousand *isubo* of land in Eitoku-chi would cost over two million *yen*. It is understood to be the intention of the Mitsu Bishi Company to veto the erection of any buildings that do not satisfy a certain standard of solidity, and though edifices so costly as those already standing in the district are not likely to be speedily multiplied, it may be assumed that the Mitsu Bishi rule, and their own munificent expenditure, will result in the creation of a quarter presenting a vivid object lesson to the citizens of Tokyo. Many and many a year must elapse before the capital of Japan ceases to be a city of hovels, but the time will come, in despite of earthquakes.—*Japan Mail.*

THE MIKADO AND QUEEN VICTORIA.

The *Japan Times* is informed that Queen Victoria has sent a reply to H.M. the Emperor, thanking him in courteous terms for the kind message of congratulation dispatched by His Majesty in connection with the late decisive victories of the British troops in South Africa.

FUKHIEN.

The *Siji* publishes some notes by Mr. Shiga Juko on a recent tour in Fukhién. Mr. Shiga seems to have supposed at first that Fukhién was the most fertile district of South China, and the richest in valuable productions and mines. He was surprised, however, at finding that the territory, being so mountainous, has but a small area of ground fit for cultivation. The people, under such physical disadvantages, find great difficulty in gaining a subsistence. Every year there is a large emigration to Formosa, Australia, and California. Mineral wealth, however, appears to be scattered over the entire district. The most prominent mines are those of silver in Engchun, iron in Ankang and Kotian, lead in Pengho, and anthracite coal in Siau-bu. Hot springs of every high temperature also abound. In short, Fukhién may be considered a mining district, and it will be advisable for Japan to secure at once mining privileges as a preliminary towards the establishment of a footing in South China. Railway concessions are also important. A railway of 560 miles from Fochow to Kinkong is necessary. Some may say that, as Japan has been unable to construct even the Sibu-Fusan railway, any attempt to acquire concessions in a territory like Fukhién, which is still more distant and has little or no direct connection with Japan, would excite the ridicule of the world. But it must be observed that the territory, if left to itself, is in danger of passing into the hands of other nations. The opening of the port of Tswanchu is also of the first necessity. Seventeen of the immigrants into Formosa are from Tswanchu, while the remaining three-fifths come from Canton. The inhabitants of Tswanchu import their staple food, rice, from Formosa, and export, in return, hats, caps, umbrellas, woven goods, and other necessities. Ever since Japan's subjugation of Formosa, they have continued their trade, but in a different form. Their transactions with Formosans are now conducted secretly, and are thus attended with numerous abuses. This fact alone justifies the opening to Tswanchu. Commercial statistics relating to Fochow and Amoy show that their trade is gradually but steadily declining. As to travelling in Fukhién, Mr. Shiga's remarks are interesting. He says it is expedient to discard the former fashion of travelling in Chinese dress, and to wear European costume, which lessens the dangers of the journey. Carrying a sword or a revolver seems to create abridgement among the natives, and the traveller had better leave such weapons behind. What strikes one in China is the difference between the various spoken languages. Fukhién alone has six different dialects, and interpreters not acquainted with the official language are therefore of little service. Two or three persons, however, well versed in the official tongue are to be found in every village. As to climate, it must be remembered that the three months of March, April, and May are mainly abhorred by the Chinese seem to be indispensible to travel, serious inconvenience will be experienced in undertaking a journey at this time of year. Discretion must also be exercised at the beginning and the close of the year, for at this particular period murder and robbery are rife. Another point of great importance for travellers is that they should provide themselves in all seasons with at least three blankets, and one *yalan* except in mid-summer, and should carry during the hot weather a mosquito net and a supply of foreign candles.—*Japan Mail.*

JAPAN AND GREAT BRITAIN.

THE EMPEROR'S MESSAGE.

That the good feeling between Japan and Great Britain is unabated is amply borne out not only by the Emperor of Japan's congratulatory message to Queen Victoria, but by the tone of the vernacular press. The *Asahi Shimbun*, in a leading article—the substance of which, we may mention, has been telegraphed to the *Times*—says:—

"The Japanese people do not regard the British victory as the affair of a foreign country. They have heartfelt and true sympathy with Great Britain. The congratulatory telegram sent by the Emperor to the British victory in South Africa was dispatched in view of the intercourse between the Courts of the two countries, but it may be taken as representing the friendly feeling of the Japanese nation at large towards Great Britain. This fact will be noted by the British nation, and there can be no doubt that the step taken by the Emperor will greatly conduce to the promotion of cordial relations between the two countries."

COUNT INOUE ON THE ECONOMIC SITUATION.

Count Inoue, in the course of a recent address to the Bankers' Club, said the trade of Japan was not yet on a satisfactory footing. The pernicious effects of the war had endured to the present time. The expansion of armaments had necessitated an increase of the fighting men from 200,000 to 400,000, and this meant that 200,000 men have been withdrawn from productive employment. Indirectly, too, as well as directly, the expansion had injured the productive power of the people. He found from enquiry of the headmen of the villages in his neighbourhood that ex-soldiers were unable to return to their former labour after dismissal from the service. Moreover they were discontented with coarse food and clothing. Increase of population and rise in price had brought about an increase of imports, and now of salt and eggs alone the imports were 1,000,000 and 100,000 *yen* respectively. The various enterprises had been sprung up after the war, and the extension of the railway system had also tended to increase the amount of imports. Considering, further, the increase of luxury among the lower classes, the future of Japan was not free from anxiety. People were apt to talk about a foreign loan whenever they found the money market tightening, but was it possible at present for Japan to float such a loan? England, the great money market, was now involved in an expensive war with the Transvaal, and could hardly be expected to be in a position to accept loans for other countries. There was only one remedy for the economical evils of Japan, and that was to prevent the exodus of specie by encouraging home manufactures. Bankers, however, should set their faces against enterprises of a speculative nature.—*Japan Mail.*

DISHONEST OFFICIALS.

Two cases of dishonesty among official employees are reported in the Japanese papers. The first is that of a telegraph clerk in the telegraph office at Kulu. He has been arrested on a charge of having forged telegrams in collusion with a rice merchant. The other case is that of three railway guards at Kanazawa Station, who have been arrested on a charge of having stolen some goods from the trains.

ALLEGED BRIBERY OF PEERS.

It is rumoured that some of the prominent members of the Japanese House of Peers have been bribed by Mr. Ishikawa and other priests of the East Hongwanji temple. Steps are being taken by some of the members to expose the corruption and there is said to be great excitement among those concerned.—*Kobe Chronicle.*

A CASE OF "SOTNESS."

[BY M. QUAD.]

Seated on a rock by the roadside, about forty rods beyond a humble cabin, was a lonesome looking man, and the colonel halted to ask if he was ill.

"It's this way, stranger," he replied, after standing up to get a better look at the cabin. "I fell out with the ole woman yesterday, and had to take the outside of the cabin."

"You had a family misunderstanding?"

"That's it. I left the cabin and told her I'd never cum back 'till she begged my parding. That was noor yesterday, and I've sot here ever since."

"Wouldn't it be better to go down and do your share toward making peace?"

"Couldn't think of it. I've got to hold on to my dignity or the family would go to smash, and I've got to be boss or I couldn't live with her. She's the most cantankerous woman in these yere parts."

"Suppose she doesn't?"

"Then I'll sot yere till I starve to death! I've got to conker or die! Yo' might stop at the cab as yo' go along and sorter put in a word fur me. Tell her yo' talked with me and that yo' found me so sot that nothin' on the face of this arth kin soothe me."



make their profit upon street sales, a war is a misfortune to newspapers. It diminishes advertising business, increases expenditure by thousands of pounds, and brings in per centage only thousands of pence. Of course, there is that intangible quantity, "prestige," also to be placed to the credit side of the account."

## OF SCARCITY OF PAPER.

The *Sheffield Daily Telegraph* is meeting the paper scarcity in a bold way. It says: "During the war excitement, we have used as much as 428 reels per week. Each reel contains six thousand yards, and the widest reels weigh as much as eight hundredweight each. It will be seen, therefore, that with an increase in price of forty per cent on our paper bill, in addition to the enormous cost of war news, it will be impossible for us to publish the large papers that we have always given. Smaller papers will in future be issued, and the advertisements and news will both be consequently condensed."

The *Times of Natal*, published at Pietermaritzburg, having entirely run out of its supply of white paper, the issue for Friday, January 5th, was printed, perhaps not inappropriately, on a vivid yellow. Previous numbers had been worked on white paper, but of all sizes and qualities.

## FREAK OF NATURE.

A youth, said to be a Jamaican, sought the assistance of the magistrate at Marylebone Police Court on 19th February. He stated that on August 13, owing to the ill-treatment to which he was subjected by his stepfather, he ran away from home and joined a foreign ship that was about to sail for England. His position on board was that of an ordinary seaman, and he was to receive £3 per month. Unfortunately, he was unable to do the work assigned to him owing to deformity. Mr. Plowden: What deformity? The applicant: The upper part of my body is like that of a woman. Mr. Plowden: Extraordinary! Did the captain know that? The applicant: He discovered it during the voyage and put me on lighter work, and on reaching Liverpool he refused to re-engage me, saying he wanted a man, not half a man. Continuing, the applicant said that when discharged from the ship he had 17s. For a week he wandered about Liverpool trying to find a ship that would take him back home, but no one, when told of his deformity, would accept him, though he offered his services free. He then came to London and having spent all his money but a halfpenny, and being very hungry, he consulted a constable, who advised him to come to the Court and see his worship. He had no friends or relatives in England. Mr. Plowden said he could not conceive why the applicant should have come to England at all, and the only thing he could suggest was that he should seek the aid of the Colonial Office. A solicitor in court gave the applicant temporary assistance. *Morning Post.*

## THE HIGH PRICE OF COAL.

What Mr. Pickard, M.P., has to say.

In a letter to the *Times* Mr. B. Pickard, M.P., the President of the Miners' Federation, says: "I think it is time once more a few facts relative to the high price of retail and other coal. (1) The miners have not asked for any advance on wages because of coal prices, either selling at high or low rates. (2) The miners have asked for higher wages on the grounds of the increased volume of trade and surrounding conditions in cognate industries. (3) The miners have asked for and have obtained 15 per cent., or about 3d. per ton, on their getting price during the past two years. (4) This advance cannot be further increased until January, 1901. Therefore, when the blame is laid at the door of the miner it must be clear it is quite untrue. If coal is raised in London and other markets up to 40s. per ton, this means real imposition by some person or persons very deeply interested in the sale of coal. The advance in miners' wages does not warrant the present retail selling price of coal either in London or Yorkshire. With regard to the output and scarcity of coal, this is a joke of the first water. The men work as hard now as ever they did. If any man using the pen now will use the pick instead thereof, I have no doubt some of our managers will give him a job."

## Scarcity in Russia.

## LARGE ORDERS PLACED HERE.

The coal crisis has become so serious in Russia that the Minister of Finance has been obliged to ask permission of the Emperor to allow all railways to import foreign coal free of duty over all frontiers of the Empire, and to suspend the tax provided that such coal be used exclusively in the working of the lines. This is the explanation of the Imperial order. I have explained in a previous communication, says the Petersburg correspondent of the *Times*, the chief causes of the extreme dearth and dearness of coal in this country. Some concern has been exhibited in the London Press at the news of large consignments of Welsh coal for one of the foreign Powers. There can hardly be any doubt that Russia is the Power referred to. The railway commission sent to England to buy coal have returned here without it, it is said, having been able to obtain all they desired, and I am informed that negotiations are going on with English agents for the further purchase of very large quantities in spite of the high prices in England. It is thought that the English consignments alluded to may be for the Russian navy, but it is certain that at least 64,000 tons of Cardiff coal are on the way to Feodosia, on the Black Sea, for the Kursk-Khadoff-Sevastopol Railway.

## CHARTERHOUSE BOYS AT THE FRONT.

There are over 100 Charterhouse "boys" at the front as officers in the various regiments, including the defender of Mafeking, Colonel Baden-Powell. In memory of this interesting fact Dr. Haig Brown, the former headmaster of the school, wrote the following lines as a prologue to the Old Charterhouse theatricals: "Life is a puzzling melody: hopes and fears alternate reign triumphant, joys and tears; And, even amid the antics of the stage, Grave cares and anxious thoughts our hearts engage."

For ever and anon our memories rove Swayed by the magnet of Carthusian love, To our brave warriors who in deadly fight Maintain the cause of England and of right: Witness that hero who, to stubborn will Joina scholarly humour and a veteran's skill, And spite of Cromie, holds Mafeking still! Shatters around them when the leaden hail In the front ranks of Britain's chivalry. Tho' in the barren veldt their bodies claim Only a soldier's grave, their deeds live on: New laurel leaves to our Carthusian crown.

Colonel Baden-Powell.  
About a hundred years ago, when the United States Congress was about to pass a tariff bill, one of the speakers enumerated what articles should be admitted free of charge. Among the many articles specified were "all foreign fruit-plants," etc. meaning plants imported for transporting, propagation, and experiment. The engrossing clerk, in copying the bill accidentally changed the hyphen to the comma, making it read "all foreign fruit-plants," etc. As the result of this simple mistake, for a year, or until Congress could remedy the blunder, all the oranges, bananas, grapes and other fruits were admitted free of duty. This little mistake, yet which could have been avoided by carefulness, cost the Government not less than £400,000.

## HERR KRUPP AND THE WAR.

We take the following from *The Times* correspondent's résumé of German journalistic utterances on the subject of the seizure of German vessels and contraband of war—

The case of the firm of Krupp and the request of the German Government that this firm should abstain from supplying one of the belligerents with material of war are treated in connexion with the seizure of German vessels. It is argued in the Press that if the British Government is so careful in preventing contraband of war from reaching the Boers, the German Government must take equal care to prevent supplies from Germany from reaching Great Britain. But the case of Krupp has another and a purely German aspect. The first reports that the firm was engaged on an English order emanated from a Social Democratic source. A Socialist journal published in Essen asserted that the Krupp works were executing an order which they had received from a private individual whose name was kept secret, but who was really an agent of the British Government. The delivery of the ammunition was such as is only used by England and Russia. The dimensions of the shells, as stated in the orders, were given in English inches, and they were constructed to receive a charge of lyddite. Up to the time that the reports concerning the alleged order appeared in the Press, the workmen at Krupp's always talked of the ammunition as "the English shells." The object of the Socialist denunciation, it is alleged, was not so much to protest against the action of a German firm in supplying a belligerent with war material as to exhibit the firm of Krupp in an unfavourable light in connexion with the war agitation. It was argued that the firm could not consistently advocate a great increase in the German navy with the object of challenging the supremacy of England on the seas while at the same time they were supplying that Power with ammunition. One journal bluntly says:—"The *Berliner Neueste Nachrichten* has been bought and is maintained by Krupp. That journal conducts in the interests of the navy scheme a campaign against England, while the firm of Krupp supplies England with arms for the present war." The case of German journalism, especially Socialist journalism, are so inseparable that it would be useless even to guess at the origin and object of the denunciation of Herr Krupp's firm. That firm has a reputation as high as any in the world, and its loyalty to Germany is beyond reproach. The firm is constantly employed, and never suffers from a lack of orders. Moreover, as I happen to know, it never in any circumstances enters into a contract with a "private individual," but only with Governments. In view of the present state of German feeling it is most improbable that the firm should have departed from its inflexible rule in this particular instance.

## PRINCE HENRY OF PRUSSIA.

BERLIN, February 13th.

Prince Henry of Prussia reached Berlin this morning on his return from his long stay in the Far East. The Emperor, with a large suite, was at the station to meet his brother, who, as the train drew into the station, was seen standing at the window. As soon as he caught sight of the Emperor his Royal Highness waved his hand vigorously, and jumping out of the carriage the moment the train stopped, hurried towards his Majesty, who met him half-way, and the two brothers embraced and kissed one another most affectionately. Meanwhile the bands played, and the Guard of Honour of the Alexander Regiment of Grenadiers presented arms. The Prince was afterwards welcomed by the Ministers of State, headed by Prince Hohenlohe, and a large body of distinguished personages, naval, military, and civil. After an inspection of the Guard of Honour, the Emperor, who wore a naval uniform, and Prince Henry drove in an open carriage to the Royal Castle.

The streets were thronged, and the people gave the returning Prince a most enthusiastic welcome. In the celebration of the event the schools have a holiday to-day, and the principal buildings are decorated with flags. At to-day's banquet in the Castle in honour of Prince Henry the Emperor William spoke as follows:—"Your Royal Highness, my dear brother, I heartily welcome you in our Fatherland and our capital. Two years ago I sent you out in order to accomplish your task in the Far East, and could only ask God to give you His protection and success to the work. Your joyous and enthusiastic reception by all classes in my capital is a proof to you of the loving interests with which our whole people followed you in your task, and how happily fulfilled. The reception here, however, is a deeper significance. It is an indubitable index finger of how thoroughly the people comprehend the necessity for the strengthening of our sea power. The German people with its princes is at one with its Emperor that it will erect a new landmark of its mighty development in the creation of a great Fleet adequate to its requirements. As Emperor William the Great gave us the weapon by the help of which we once again became black, white, and red, so the German people is preparing to forge itself an arm with which, God willing, it may remain black, white, and red to all eternity both at home and abroad. On coming home you find a growing baby boy in the arms of your wife. May you as the sponsor of the new growth of our young Fleet see him grow to full strength under God's protection."

## ONE FACT ABOUT DREAMS.

A Polish savant who investigated the phenomena of dreams declares that if the sleep is light it is only one's daily occupations that are dreamed of, and that to dream of events which occurred a long time back argues a much more profound slumber. This may be; but the evidence on the point is very hard to collect, and very untrustworthy for the most part when collected. The one fact about dreaming that seems really demonstrated is that people on the verge of starvation always dream of food, and cutiously enough their dreams are always of pleasant nature. Dr. Maudsley, who made some investigations on the point about ten years ago, says that shipwrecked sailors in their delirium always see delicious food and water before them.

## £400,000 FOR A COMMA.

It seems that some twenty years or so ago, when the United States Congress was about to pass a tariff bill, one of the speakers enumerated what articles should be admitted free of charge. Among the many articles specified were "all foreign fruit-plants," etc. meaning plants imported for transporting, propagation, and experiment. The engrossing clerk, in copying the bill accidentally changed the hyphen to the comma, making it read "all foreign fruit-plants," etc. As the result of this simple mistake, for a year, or until Congress could remedy the blunder, all the oranges, bananas, grapes and other fruits were admitted free of duty. This little mistake, yet which could have been avoided by carefulness, cost the Government not less than £400,000.

## PLAQUE OF CUTTLEFISH OFF AUSTRALIAN COAST.

Australian papers give accounts of an unprecedented plague of cuttlefish that has been ravaging the fisheries and for a time entirely upsetting industry in North Australian waters. It is said that the creatures are swarming in such numbers that hundreds are brought up in a single haul of the nets. As the haul is drawn up they cling with their tentacles to the under side of the boat, and have to be disengaged with axes, so that large quantities of tackle have been destroyed and many boats injured. They average from 15lb. downwards in weight, and their appearance in such huge numbers has been as sudden as it has proved unpleasant.

## THE EUCALYPTUS AS A SANITARY TREE.

Dr. John Gifford, the founder of *The Forester*, writes, in the January number of that paper, of the high value of the eucalyptus as a sanitary aid. He refers not to the medicinal quality of its oil, nor to the mysterious influence in countering malaria which some persons attribute to its aromatic fragrance. Its chief efficacy, he thinks, is due to the fact that it promotes drainage, acting upon the soil like a powerful pump. What is most needed in fever districts, we are told, is drainage, and this can be obtained most quickly and economically by planting the eucalyptus. He writes:—"The cause of malarial fever is known. It is due to a minute amoeboid organism which breeds in warm, stagnant, marshy places. Just how this is communicated to the human body in malarial cases is not known. The mosquito is the night air in certain places is sufficient to claim that drinking-water is the vehicle; and others that mosquitoes carry it from the marshes and inoculate our blood. No matter how it reaches the human body, the indirect cause remains the same. Once eliminate the marshland you deprive these pestiferous organisms, including the mosquito, of their breeding-place, and thus indirectly reduce the amount of fever. The malarial condition of our South is mainly due to the ill-treatment of forest lands and the formation of stagnant marshes in consequence. It is a noteworthy fact that dense forested swampy regions, such as the Dismal Swamp of Virginia and North Carolina, are free from malaria and perfectly healthy while the adjacent burnt-over pine and savanna lands are famous for their unhealthfulness. Just as the sanitary conditions of the Landes of France and the Italian Campagna were rendered healthy by tree growth, so it is possible to improve the sanitary condition of the southern United States and West Indies."

Only reflect that the leaves of a medium-sized tree, if spread out, would cover eight times the area that the growth in question occupied, and it will be quite apparent that even in the hardest drought seasons almost one-fifth of the water is intercepted by the foliage, and thence flows slowly down the trunks or passes off in vapour. Add to this the immense quantities of water transpired by the leaves, often, as with the eucalyptus, several times the amount which falls in the form of rain. "That the aromatic fragrance of the eucalyptus has some mysterious influence in preventing malaria is probably fiction, although the oil has medicinal qualities; but it is true that every eucalyptus-tree in a powerful pump which is constantly at work sucking the water out of the soil in a degree which varies of course with the condition of the atmosphere. The eucalyptus grows with remarkable speed. Dr. Gifford tells us, sometimes at the rate of ten feet a year. Its wood is almost indestructible, and in appearance it is notably beautiful. Dr. Gifford closes with a reference to the beneficial effects of the eucalyptus on the health of Jamaica, Australia, and the Roman Campagna. In Australia, especially, the immunity of the country districts from malaria is attributed to its action."

## DEVIATION OF COMPASSES.

Since the use of iron in shipbuilding the deviation of the compass caused by fluctuations in the magnetism of the component parts of the ship has been a source of anxiety to mariners, and as a result of the absence of any adequate and reliable method of compensation, ships' compasses have frequently to be adjusted. This entails not only the expense of adjustment fees, but, in addition, the loss of time consequent on the necessary delay. The inventor of the Evox or Juniper ship compass has endeavoured for a number of years to find some means whereby the errors might either be avoided or readily ascertained, and ultimately it occurred to him to suspend a specially constructed compass from a stay fixed between two masts at a considerable height from the deck, where it would be free from the magnetic influence of the ship's iron, and show correct magnetic readings. It was seen, however, that on lowering this compass to the deck for observation it would be brought within the magnetic influence and the reading accordingly affected. This difficulty was overcome by an ingenious contrivance, by means of which the compass card was locked immediately on the compass being lowered for observation. A compass with this locking gear was tried experimentally and it was proved that the appliance showed correctly all round the compass the errors of the steering compass could be rectified thereby. In this form the invention was first patented, and the inventor then set himself to the task of overcoming a number of minor difficulties which still remained caused by the vibration of the stay and the rolling of the vessel in bad weather. After many experiments these were overcome, and the present accurate yet simple instrument, the patent adjustment compass, is the result. *Morning Post.*

## ESCAPE OF LIONS AT A FAIR.

The inhabitants of Valencia had a terrible experience not long ago with escaped lions at a fair. The accident, says a correspondent of the *Morning Post*, began by the bursting of a petroleum lamp in a large circus built of wood. The circus was burnt down and the fire spread to neighbouring booths, among them being that of Mallen, a lion tamer. When the roof of Mallen's booth caught fire he was in the lion's cage giving a performance. Smoke filled the theatre instantaneously, and the public rushed for the door. Mallen himself hurried out of the cage to save himself, but he forgot to shut the door behind him.

Two lions came out and began prowling about the lion cage. The public light given by a few lanterns, while the public fled in panic every direction, uttering shrieks of fear. One of the lions was about to seize a child, when a young workman bravely intervened. He tried to grasp the brute by the throat, but was knocked down and horribly mauled and bitten. Another workman who tried to rescue him was also knocked down, but he escaped with torn clothes. The lions then attacked and severely wounded two chestnut sellers and overturned several travelling vans. Mallen, who showed great courage, finally captured the animals and got them back into the cage.

## MENELIK AND HIS ARMY.

## A GORGEOUS NEW UNIFORM.

The Correspondent of the *Pall Mall Gazette*, writes, The mysterious mission of Emperor Menelik's old and trusted adviser, to Europe, about which the Italian, Russian, and French press has been so concerned, is at last explained, and in a way undreamed of by anyone. It seems that so far the great and glorious Abyssinian army has had no uniform distinctively its own. Menelik, wishing to organize his troops on European lines, and feeling that the uniform is conducive to good discipline, immediately decided to have one, but one which would preserve the chief characteristics of the Ethiopian costume and at the same time be workmanlike and durable.

A Russian artist, lately in Abyssinia, has overcome all the difficulties by designing a mixture of both European and Ethiopian. It consists of a short dark-coloured tunic, with one line of buttons only, corded with red for the soldiers, and with gold for the officers. The trousers are so very short that most of the leg remains bare, as do also the feet. Menelik having rebelled at the idea of shoes for his "quick steppers," who, in fact, are renowned for their extraordinary swiftness in marching. From the belt hangs the cartridge case, while they carry, besides, a rifle, a sword and short dagger. The officers have also a revolver. The cap, if so it may be called, is the most curious feature of this interesting costume. The ordinary soldiers' cap not seeming appropriate, a plume of feathers has been substituted, those of the officers being ostrich, held to the head by species of round comb. And thus the Ethiopians, arrayed in black, faces gleaming under gay feathers, will proceed to battle with the proud conviction of being the most gorgeous troops in Africa.

## SHIPPING REPORTS.

Captain Lincoln, of the steamship *Kwangle*, from Shanghai, reports:—"Fresh to strong winds and dull overcast weather with passing showers of rain to Breaker Point, thence to port moderate and dull overcast weather."

Captain R. Archibald, R.N.R., of the steamship *Empress of China*, from Vancouver, reports:—"Left Vancouver on February 27th at 2 p.m., Victoria same evening; crossing the Pacific experienced moderate variable winds, smooth sea, and fine clear weather, arriving at Yokohama on March 13th at 8 a.m. On the Japanese coast strong variable winds with heavy rains. Crossing Yellow Sea moderate N. to N.E. winds, smooth sea, fine and clear. Similar weather from Woosung to port."

## NOTANDA.

## CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1893.  
Barometer ..... 30.141  
Thermometer ..... 57.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

YESTERDAY.  
WEATHER REPORT.  
On date at 4 p.m.  
Barometer ..... 30.13  
Temperature ..... 54  
Humidity ..... 88  
Rainfall ..... 0.01

TO-DAY.  
Wednesday, 21st March, 1900.  
Chinese—21st of 2nd moon of 26th year of Kwang-si.  
Sun—Rises ..... 6hr. 5min.  
Sets ..... 6hr. 10min.  
High water—Morning ..... 6hr. 47min.  
Afternoon ..... 1hr. 15min.  
Low water—Morning ..... 6hr. 55min.  
Afternoon ..... 6hr. 50min.

ANNIVERSARIES.  
1834—The British ship *Sarah*, the first free trader, sailed from Whampoa.  
1841—Chinese attack on the British fleet at Canton repelled.  
1843—Scheldt annexed to the British Empire.  
1848—Abdication of the King of Bavaria.  
1869—Coolidge sailed to the British.  
1869—H.M.S. *Salamis* and H.M.S. *Opussum* left Hankow to explore the Yangtze.  
1871—Prince Louise married.  
1891—Loss of the steamship *Queen Elizabeth*.  
1897—Formal blockade of Crete commenced.  
1899—The West Australian Mining and Industrial Exhibition opened at Coolgardie.

TO-MORROW.  
Thursday, 22nd March, 1900.  
Chinese—22nd of 2nd moon of 26th year of Kwang-si.  
Sun—Rises ..... 6hr. 4min.  
Sets ..... 6hr. 11min.  
High water—Morning ..... 7hr. 10min.  
Afternoon ..... 2hr. 0min.  
Low water—Morning ..... 7hr. 33min.  
Afternoon ..... 7hr. 30min.

ANNIVERSARIES.  
1797—Emperor William I, of Germany born.  
1839—The surrender of Mr. Dept demanded by Commissioner Lin.  
1841—The Canton batteries and 100 war junks destroyed by the British.  
1850—The Orange Sovereignty separated from the Cape Colony.  
1879—Church of the Sacred Heart, Hongkong, opened.  
1881—The Boers agreed to accept self-government under the suzerainty of Great Britain.  
1885—Death at Peking, of Sir Harry Parkes, H.B.M.'s Minister to China.  
1897—Seoul-Champloo Railway commenced.  
1898—French obtained permission to extend concession at Shanghai.  
1899—Three Germans attacked at I Chonfu Shantung Province.

## AGENDA.

TO-DAY.  
Dividend warrants of the China Mutual Steam Navigation Co. Ltd. ready.  
9 p.m.—Mr. Henry Dallas' Company "The Geisha" at the City Hall.

TO-MORROW.  
Noon—First Annual General Meeting of shareholders of the Queen Mines, Ltd.  
Cargo ex *Tama Maru* subject to rent.  
Cargo ex *Marilla* subject to rent.  
9 p.m.—Mr. Henry Dallas' Company "The Geisha" at the City Hall.  
C. N. steamer *Singhaling* leaves for Manila.  
5 to 5.30 p.m.—Regular Meeting of the Deliberative Lodge of Instruction, at the Freemasons' Hall.

H.K.V.C. ORDERS.  
5.30 p.m.—Trumpeter's Class at Head-Quarters.  
4.50 p.m.—Annual Revolver Course for the Staff Sergeants of Corps at the Revolver Range.

5.30 p.m.—F. B. Squad Drill at Head-Quarters.  
5.30 p.m.—"A" and "C" Co., Squad Drill at Head-Quarters.  
D. Infantry Co., Squad Drill at Head-Quarters.  
5.50 p.m.—E. Engineer Co., launch leaves S. M. Pier for Stonecutters' for Electric Light Services.

FRIDAY, 23rd.  
5.30 p.m.—An extraordinary Meeting of the H. K. C. C. at Pavilion.  
C. N. Co's steamer *Kaifong* leaves for Cebu and Iloilo.  
Cargo ex *Uranus* subject to rent.  
9 p.m.—Mr. Henry Dallas' Company "A Run-away Girl" at the City Hall.

H.K.V.C. ORDERS.  
5.7 p.m.—E. Engineer Co., Examination of those Ranks not yet examined.  
5.30 p.m.—F. B. Company Drill at Kowloon Docks.  
5.30 p.m.—F. B. Co., Squad Drill at Head-Quarters.

5.30 p.m.—"A" and "C" Co., Squad Drill at Head-Quarters.  
D. Infantry Co., Company Drill at Head-Quarters.  
5 p.m.—E. Engineer Co., Company Drill at Head-Quarters.

SATURDAY, 24th.  
Noon—17th Ordinary General Meeting of Shareholders of the China and Manila S. S. Co. Ltd., at the Co's Office, No. 9, Praya Central.  
(About)—N. P. steamer *Bratinar* leaves for Portland, Oregon.  
p.m.—Concert in Aid of Indian Famine Fund at Victoria Recreation Club.  
N. L. steamer *Astoria* leaves for Havre and Hamburg.  
4.15 p.m.—Football for the H. K. F. Challenge Shield, G. Co. V. H. Co. of the Royal Welsh Fusiliers.

SUNDAY, 26th.  
O. S. Co's steamer *Orestes* leaves for London via Suez Canal.  
8.30 for 9 p.m.—Regular Meeting of the Victoria Precinctory and Priory at the Freemasons' Hall.  
Cargo ex *Marilla* subject to rent.

TUESDAY, 27th.  
Noon—Extraordinary General Meeting of Shareholders of the Hongkong Land Investment and Agency Co. Ltd.  
Noon—Ordinary Half Yearly Meeting of Shareholders of the Hongkong Hotel Co. Ltd.  
Noon—P. M. S. Co's steamer *City of Rio de Janeiro* leaves for San Francisco & C. N. Co's steamer *Shantung* leaves for Singapore, Samarang and Sourabaya.  
Daylight—N. Y. K. steamer *Sado Maru* leaves for Europe via the Straits.

WEDNESDAY, 28th.  
Cargo ex *Bendeli* subject to rent.

THURSDAY, 29th.  
3 p.m.—22nd Ordinary Annual Meeting of Shareholders of the China Sugar Refining Co. Ltd.  
5 p.m.—An Extraordinary General Meeting of the members of the Hongkong Club.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
Tacoma *Olympia* to-morrow.  
German *(Vaimar)* 23rd inst.  
French *(Varra)* 25th inst.  
American *(Coptic)* 27th inst.  
American *(America Maru)* 4th prox.  
Tacoma *(Sikh)* 5th prox.

The steamer *Carlisle City*, left San Diego on the 17th inst.  
The P. & O. S. N. Co's steamer *Malacca*, left Singapore for this port on the 19th inst., at 8 p.m.

The M. Co's steamer *Korea*, has left Singapore on the 20th inst., and may be expected here on or about Monday the 26th inst.

The N. Y. K. steamer *Sado Maru*, Europe Line left Kobe for this port 20th inst., and is expected to arrive here on the 25th inst.

The M. M. Co's steamer *Varra*, with the next French Mail, will leave Saigon to-morrow, Thursday, the 22nd inst., 5 a.m. for this port.

The steamer *Glenfarg*, from Middlesbrough London and the Straits left Singapore on the 20th inst., and may be expected here on the 26th inst.

The N. Y. K. steamer *Fulami Maru*, Australian Line left Kobe via Moji and Nagasaki for this port 20th inst., and is expected to arrive here on the 27th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isla de Cuba* ..... at Kowloon Dock.  
H.M.S. *Centurion* .....  
Jacob *Diederichsen* .....  
Shantung .....  
H.M.S. *Waterwitch* .....  
Loehiang .....  
Kailang .....  
U.S.S. *Albatross* .....  
D. Juan *Austria* ..... Cosmopolitan  
Peking .....  
Emma *Luyken* .....  
John *Currier* ..... Aberdeen

PASSED THE CANAL.  
Outward—13th March—*Japan, Bamberg, Glenshiel, Konigsberg, Pinguey, Lesbury, 16th Mar.*  
Ernest *Simons, Hakata Maru, Idonemus, Alcinous, Verona.*  
Homeward—13th March—*Hilochi Maru, 16th March—Oldenburg.*  
Arrivals at Home—16th March—*Carmarthenshire, Sachsen.*

ARRIVALS.  
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 21st Mar.,—Vancouver, B.C. 27th Feb., and Shanghai 18th Mar., Mails and General.—C. P. R. Co.  
KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 21st Mar.,—Shanghai 17th Mar., General.—C. M. S. N. Co.  
VALZ OF DOON, British bark, 789, Petersen, 21st Mar.,—Rajang 25th Feb., Timber—Order.  
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 21st Mar.,—Saigon 16th Mar., Rice and Rice-Flour.—Dodwell & Co., Ltd.  
TAMUSU MARU, Japanese steamer, 1,016, K. Sobajima, 21st Mar.,—Amoy and Swatow 20th March, General.—Mitsui Bussan Kaisha.  
SHIRIRA, German steamer, 2,500, F. Brann, 21st Mar.,—Hamburg and Singapore 14th Mar., General.—Slesmann & Co.

DEPARTURES.  
British steamer, 1,312, Lyons, 21st Mar.,—Singapore 14th Mar., General.—Butterfield & Swire.  
HOLSTEIN, German steamer, 985, C. Island, 21st Mar.,—Saigon 16th Mar., Rice—Jensen & Co.  
Clearances at the Harbour Office.  
*Hongkong*, French str., for Hoibow.  
*Italian*, French str., for Pakhoi.  
*China*, German str., for Hoibow.  
*Mongkut*, British str., for Swatow.  
*Kongnam*, British str., for Canton.  
*Savona*, German str., for Singapore.  
*Sibiria*, German str., for Yokohama.  
*Diamant*, British str., for Amoy.  
*Calchas*, British str., for Singapore.  
*Bendeli*, British str., for Nagasaki.  
*Binagwa*, Italian str., for Singapore.  
*Alyr*, British str., for Moji.  
*Pravda*, German str., for Chelou.  
*Kwai Lum*, British steam-launch, for Macao.

DEPARTURES.  
Mar. 21, *Stuttgart*, German str., for Europe.  
Mar. 21, *Calchas*, British str., for Singapore.  
Mar. 21, *Mongkut*, British str., for Bangkok.  
Mar. 21, *Italian*, French str., for Pakhoi.  
Mar. 21, *Diamant*, British str., for Manila.  
Mar. 21, *Fernand*, British str., for Swatow.  
Mar. 21, *Savona*, German str., for Chelou.  
Mar. 21, *Binagwa*, Italian str., for Straits.  
Mar. 21, *Hongkong*, French str., for Haiphong.  
Mar. 21, *Kwang Lee*, Chinese str., for Canton.

PASSENGERS—ARRIVED.  
Per *Kwang Lee*, from Shanghai—Mr. Smith, and 114 Chinese.  
Per *Empress of China*, from Vancouver, B.C.—Messrs. J. W. Furness and Geo. Ade. From Yokohama—Messrs. C. H. Featon and M. Stuart. From Nagasaki—Lieut. H. K. Hines. From Shanghai—Mr. C. E. Potter. Mrs. Montgomerie and maid, Messrs. E. H. Low, E. A. Taphin, H. S. Rosenthal, 77 Chinese and 2 Japanese.  
Per *Sibiria*, from Singapore—300 Chinese.  
Per *Hellerophon*, from Singapore—75 Chinese.

DEPARTED.  
Per *Stuttgart*, from Yokohama for Genoa—Mr. Clay McCauley, and Mrs. Dankwerts. For Southampton—Mrs. McNab, Misses D. Powe and J. C. Smith. For Bremen—Mr. V. Vanier. From Hioho for Colombo—Mr. F. W. Jones. For Singapore—Mr. M. Raspe. From Shanghai for Genoa—Mrs. Frank, and Rev. V. B. Ost. For Southampton—Mrs. Cook. For London—Mrs. J. McCracken, Mrs. Murphree, Master R. Wright, Master L. Wright, Messrs. E. W. Richard and R. Mitchell. From Hongkong for Penang—Mr. T. K. Kung. From Penang for Colombo—Mrs. Wardy Griffin, and Mr. Horace MacMahon. For Genoa—Rev. and Mrs. G. R. Vallings, Dr. and Mrs. Atkinson, Mr. and Mrs. G. Jones, Messrs. L. Boyle, G. Harding, and M. Koppell. For London—Mrs. W. G. Vaughan Robinson, Mr. and Mrs. J. D. McCracken, Messrs. W. F. Richard, C. W. Duggan and J. Reidie.

STEAMERS EXPECTED.  
Names. From. Due.  
*Olympia* ..... Japan ..... To-morrow.  
*Yavata Maru* ..... Manila ..... To-morrow.  
*Weimar* ..... Singapore ..... Mar. 23rd.  
*Scania* ..... Singapore ..... Mar. 23rd.  
*Kagoshima Maru* ..... Singapore ..... Mar. 23rd.  
*Ision* ..... Singapore ..... Mar. 24th.  
*Yarra* ..... Saigon ..... Mar. 24th.  
*Sado Maru* ..... Singapore ..... Mar. 25th.  
*Tientsin* ..... Singapore ..... Mar. 26th.  
*Chongfeng* ..... Singapore ..... Mar. 26th.  
*Korea* ..... Singapore ..... Mar. 26th.  
*Coptic* ..... Japan ..... Mar. 27th.  
*Malacca* ..... Singapore ..... Mar. 27th.  
*Italian* ..... Singapore ..... Mar. 27th.  
*Futami Maru* ..... Japan ..... Mar. 27th.  
*America Maru* ..... San Francisco ..... April 4th.  
*Sikh* ..... Tacoma ..... April 5th.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Freight Sailings" are now published in these columns, and in so doing respectfully urge the members of the shipping community to order their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.  
Ship. Destination. Date.  
*America Maru* ..... San Francisco, &c. April 14th.  
*Astoria* ..... New York ..... Mar. 24th.  
*Bayern* ..... Straits, &c. July 12th.  
*Belgian*



## Intimations.

**HONGKONG CRICKET CLUB.**  
AN EXTRAORDINARY GENERAL MEETING will be held in the PAVILION, on FRIDAY, the 23rd March, at 5.30 P.M. Business:—Raising in the Ground, JAMES A. LOWSON, Hon. Sec.  
Hongkong, 14th March, 1900. [333b]

**THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.**

THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 2, Praya Central, Victoria, on SATURDAY, the 24th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, electing a Dividend and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 24th instant, both days inclusive.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 8th March, 1900. [303b]

**THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:  
SPECIAL RESOLUTION.  
That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,  
A. SHELTON HOOPER, Secretary.  
Hongkong, 7th March, 1900. [297b]

**HONGKONG HOTEL COMPANY, LIMITED.**

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.  
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 27th instant, both days inclusive.  
By Order of the Board,  
C. MOONEY, Secretary.  
Hongkong, 1st March, 1900. [270b]

**THE HONGKONG HOTEL COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.  
1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.  
2.—To consider and if thought fit to pass a Resolution to the effect, "that the New Regulations already approved by this Meeting and for the purpose of identifying the same, the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."  
A copy of the proposed New Regulations may be seen at the Company's Office.  
Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.  
Dated the 1st day of March, 1900.  
By Order of the Board,  
C. MOONEY, Secretary.  
471b]

**CHINA SUGAR REFINING COMPANY, LIMITED.**

**NOTICE.**

THE TWENTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.  
The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.  
JARDINE, MATHESON & CO., General Agents.  
Hongkong, 9th March, 1900. [311b]

**HONGKONG CLUB.**

**NOTICE.**

AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS of the Club will be held in the CLUB HOUSE, on THURSDAY, the 29th March, 1900, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 13th instant.  
C. H. GRACE, Secretary.  
Hongkong, 19th March, 1900. [335b]

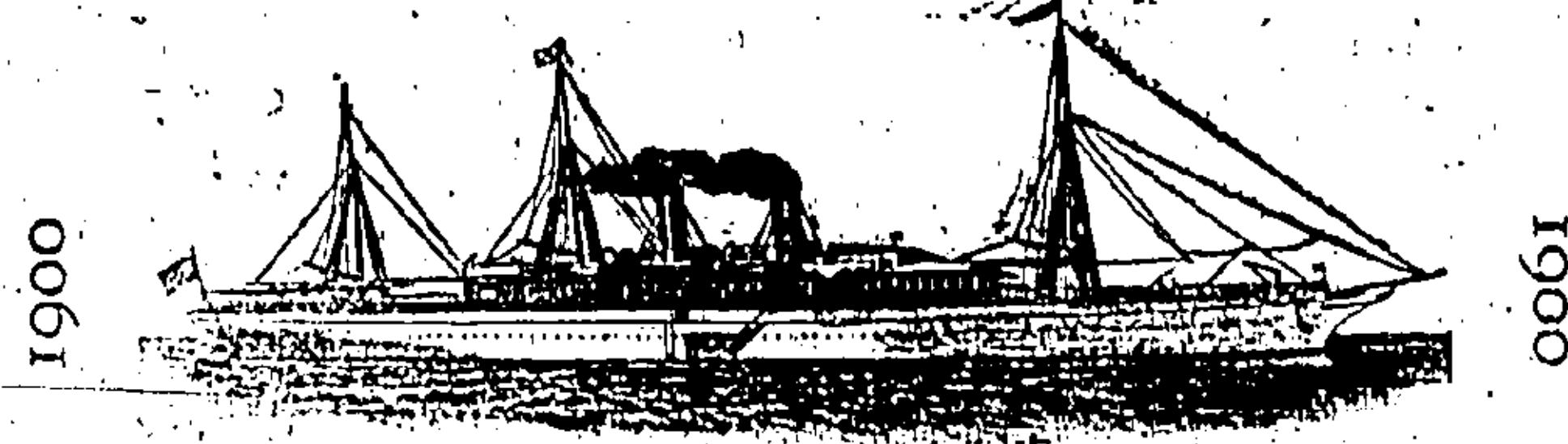
**LUZON SUGAR REFINING CO., LIMITED.**

**NOTICE.**

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at 12.30 P.M., on SATURDAY, the 31st March, for the purpose of receiving their Report and a Statement of Account to 31st December, 1899.  
The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st instant, both days inclusive.  
JARDINE, MATHESON & CO., General Agents.  
Hongkong, 25th March, 1900. [369b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th April.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent, Peddar Street.  
Hongkong, 14th March, 1900. [3]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia ..... 2,837 J. Truebridge Mar. 31  
Sikh ..... 2,747 J. Rowley Apr. 14  
Glenlogie ..... 3,750 W. Frakes Apr. 24  
Queen Adelaide ..... 2,832 F. McNair May 5

## FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bracmar ..... 3,601 W. Watt Mar. 24  
Monmouthshire ..... 2,874 W. A. Evans May 19  
Bracmar ..... 3,601 W. Watt June 9  
Monmouthshire ..... 2,874 W. A. Evans Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED, General Agents.  
Hongkong, 19th March, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Lady Joyce ..... 3,194 on Mar. 31  
Strathgyle ..... 5,023 about Apr. 14  
Carlisle City ..... 3,002 about Apr. 28  
Carnarvonshire ..... 2,929 about May 12  
Belgian King ..... 3,379 about May 26  
Thyrn ..... 3,466 about June 9

THE Steamship

"LADY JOYCE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan.  
Hongkong, 16th March, 1900. [28]

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 17th March, 1900. [3]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU.....	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 24th March, at Noon.
A. E. Mosses.....	HAMA	TUESDAY, 27th March, at Daylight.
SADO MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 27th March, at Daylight.
W. Thompson.....	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 27th March, at Noon.
MIKAWA MARU.....	MOJI, KOBE and YOKOHAMA	FRIDAY, 30th March, at Noon.
M. Takahashi.....	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 30th March, at 4 P.M.
KAGOSHIMA MARU.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 13th April, at Daylight.
HIROSHIMA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 19th April, at 4 P.M.
S. Yoshizawa.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA	
FUTAMI MARU.....		
J. Thom.....		
KAWACHI MARU.....		
J. S. Thompson.....		
*KINSHU MARU.....		
W. Brady.....		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th March, 1900. [6]

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA.....	NEW YORK (via SUEZ CANAL.)	24th March. Freight.
Hildebrandt.....	HAYRE and HAMBURG.	About 31st March. Freight.
SAXONIA.....	(LONDON with transhipment in HAMBURG)	About 6th April. Freight and Passage.
*HEIDELBERG.....	HAYRE and HAMBURG.	About 20th April. Freight and Passage.
Zachariae.....	(LONDON with transhipment in HAMBURG)	
SIBIRIA.....	HAYRE and HAMBURG.	
Braun.....	(LONDON with transhipment in HAMBURG)	

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co., Agents.  
27]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 20th March, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 11th May, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 27th instant, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 20th March, 1900. [7]

## Intimations.

WANTED.  
A COPY of the Local "HANSARD," 1891-2.  
Address:—  
J. J. F. Office of This Paper.  
Hongkong, 10th March, 1900.  
WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.  
50 Cents per Box.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—  
WATKINS & CO.,  
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44]

JUST RECEIVED

Several Kinds of

JAPANESE CURIOS.

No. 12, Beccanfield Arcade, Opposite the City Hall, Hongkong.

6th March, 1900. [41]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., Ltd., DUNLOP'S BICYCLES. Price, \$160.

Special reliable Watch made for this Climate. Quality A.....\$16  
Quality B.....\$12

40, QUEEN'S ROAD, Watson's Building.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—  
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents:—  
Mitsui Coal Mines.  
Kanda Coal Mines.  
Hokoku Coal Mines.  
Yoshinotani Coal Mines.  
Onoda Coal Mines.  
No. 1, Ohsuji Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshio Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kanagafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Mitsui Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1899. [33]

## F. BLACKHEAD &amp; CO.,

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

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## DR. LEYD'S POSITION IN RUSSIA.

ST. PETERSBURG, February 12th.  
Dr. Leyds has apparently abandoned at any rate for the present his intention of visiting St. Petersburg. It appears, indeed, that his agents here, at the head of whom is Mr. Gillot, the pastor of the local Dutch church, were by no means sanguine that such a visit would be productive of good results.

Dr. Leyds, it may be mentioned, is described in the official list of the Corps Diplomatique accredited to the Imperial Russian Court as Envoy Extraordinary and Minister Plenipotentiary of the South African Republic, a somewhat remarkable designation for the representative of a State whose claims to sovereign independence Great Britain has always refused to recognize.

The appearance of Dr. Leyds's name in the official list of the Corps Diplomatique has always occasioned a certain amount of comment in St. Petersburg owing to the fact that Dr. Leyds has himself never visited the Russian capital to present in person, in accordance with diplomatic usage, his credentials to the Emperor. In 1898, by special favour of the Russian Foreign Office, he was permitted to send his credentials by his secretary, Mr. Van der Hoeven, an ex-clerk from the Government offices in Pretoria.

At the present time Dr. Leyds ranks twelfth in the list of the nineteen Ministers accredited on behalf of the minor Powers to the Russian Court, and as a Minister would presumably during any temporary absence of British Ambassador take precedence of a British Chargé d'Affaires on any official occasion.

A proof of the activity in Russia of Dr. Leyds and his friends at the present time is furnished by the recent publication in the important Moscow paper the *Moskovskaya Vedomosti* of certain extracts from the German Press with the intimation that these extracts, which contain a series of the vilest charges against British officers and soldiers in South Africa, are published "at the request of Dr. Leyds," conveyed through Mr. Gillot.

These charges have been emphatically denied by the German Consul in Natal, and that denial has been duly published in many of the German papers. Dr. Leyds and Mr. Gillot, however, apparently consider it consistent with their respective positions as the representative of a so-called civilised Power and a clergyman of the Dutch church to spread abroad these calumnies, which are unsupported by a shadow of evidence.—*Morning Post.*

## THE INFLUENZA MICROBE.

## ITS METHODS AND HABITS.

Dr. L. Caze recently contributed an interesting article on influenza to one of the French monthly reviews. Under the name of "grippe" the scourge has been known for a least a century. In 1762 it raged with such violence that a doctor, in search, it may be thought, of a novel form of advertisement, offered to give a small income for life to anybody who could prove that he had not suffered from the disease. Nougaret, a popular author of the time, made the incident the subject of a comedy, "La Grippe," which is now worth its weight in gold in the eyes of bibliophiles. A still worse visitation of the epidemic occurred in 1803, when a host of illustrious victims succumbed to the plague, including La Harpe and the famous actress Sophie Arnould and Mlle. Clairin.

The influenza, like most other pathological abnormalities, has its microbe, and a microbe distinguishing, unfortunately, for its vagabond propensities. It is ever on the march, and any mode of locomotion—it is wingless and legless and requires to be carried—serves its turn, from ocean-going liners to the winds of heaven. According to an American scientist, Turkey was the headquarters of the nuisance last winter. Following the lines of international traffic, it has since found its way to innumerable localities, but in particular to New York, London, and Paris.

The promised land, which the influenza microbe has in view throughout its wanderings is the respiratory organs of human beings. Elsewhere it vegetates, it exists as best it can; but in these essential regions of our organic economy it flourishes and is for the first time thoroughly at home—especially if the ground has been prepared in advance by chronic bronchitis or consumption. The oxygen of the lungs is necessary for its healthy and normal development, and when deprived of this elixir it moves, becomes torpid, and eventually gives up its tenacious ghost. Indeed, the idiosyncrasies of the thing are all of them of such a nature as to induce it to regard our bodies as the most eligible residence on offer. For instance, a bath of twenty-four hours duration in ordinary water, however stagnant and inviting to the average bacillus, is fatal to the influenza microbe, while on the other hand it will exist for weeks in perfect bliss in human saliva.

The *modus operandi* of the influenza microbe is peculiar. It is not the microbe itself that does the harm, but a poisonous liquid it excretes. A measure of consolation is afforded by the fact that this poison is even more deleterious to the microbe than to the human being in whom it is deposited, for the microbes end by being destroyed by their own horrible exhalations, whereas their victim, of course, has many chances of recovery. The microbe is an egg-shaped thing, but gifted, in spite of its roundness and smoothness, with an extraordinary capacity both for adhering to any conceivable surface, and for passing from one resting-place to another. Its goal is a human nose or mouth, and once in the vicinity of these organs its future is assured, for the mere act of breathing is sufficient to draw it into the system. Arrived there it propagates itself with amazing rapidity. It lengthens out, and, after twenty minutes of this process, it breaks in twain, and there are two fully-fledged microbes in the place of one. In twenty-four hours the original invader will, in this way, be surrounded by a property of over sixteen millions of his poison-producing kindred. In short, the doctor knows almost everything about the influenza microbe except an effective method of exterminating it.

## NEW AMERICAN ISLANDS.

Two new islands are to be added to the possessions of the United States in the West Indies. They are Mona Island, and Monto Island, in Mona passage, between San Domingo and Porto Rico. The former is an island of some size, but Monto is only a reef. A Washington dispatch states that it was not definitely known until February 8th that the islands belonged to the United States, and then not until after considerable research.

The Post Office Department has been having a sharp made of the American possessions. A chart was found indicating in colours the different Colonial possessions of the world, and this shows Mona was regarded as a Spanish possession, which accordingly becomes American property under the Paris Treaty. It is thought probable by naval officers that Mona Island may prove of service to the United States at some time in the future, and it is not unlikely that an order will be issued to have it surveyed and charted as an American possession. It is not inhabited.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Armstrong, A.  
Armsmocker  
Aral, N. M.  
Anles, Dr. V.  
Armar, J.  
Albert, Hope S. S. Co.  
Amblek  
Andrade  
Angelina, S.  
Abad, V.  
Allen, G.  
Alba, S. F.  
Aloo  
Alonso, J. J.  
Alonso, Mrs.  
Brune, G.  
Buckley  
Barker, A. M.  
Bass, J. F.  
Brawm, R.  
Belys, M.  
Bourdanel  
Bouffard  
Bridge, G. E.  
Breitag, H.  
Brooks, W.  
Bumenfeld, L.  
Boogowski  
Bobu, Thubbas  
Bargos, F.  
Bailey, Mons.  
Baker, Col. N. H.  
Baldasini  
Bholos  
Buron, S.  
Blake, E.  
Brown, Brothers N. P.  
Barnett, A.  
Blake, D. H.  
Billaraz  
Maung, Sein  
Brooks, Mrs. M. B.  
Breed, Dr. L. M.  
Bee, H.  
Buggard, G.  
Biperly, J.  
Bauster, R.  
Baker, Miss  
Crook, Miss H. C.  
Crook, Miss N. C.  
Chambers, E. H.  
Cunty, H.  
Chavillo, G.  
Colenso, R. L.  
Cheung Kong  
Caldor, W.  
Carman, D. M.  
Clayton, G. F.  
Caradag, G.  
Clausen, F.  
Carlen, G. I.  
Chung-le, W. P.  
Cater  
Calder, W.  
Guming, J. B.  
Craig, Miss E. G.  
Charles, Mrs. J.  
Casly, M. J.  
Cambell, W. E.  
Ching Bit Sang  
Cayg, W.  
Chadwick, J. W.  
Cummings, Miss  
Candell, Mrs. C.  
David, M. W.  
Dauncey, C.  
Dalton, C.  
Dirke, R.  
Davies, Capt. F.  
Devaney, M.  
Doak, Mr.  
Dobberke, H. H.  
Drydale, Miss  
Davis E. C.  
Dosathal, R.  
Davison, T. G.  
Donoghue, Miss O.  
Daly, J. W.  
Denby, H.  
Dirrel, B.  
Donorau, Miss S. F.  
Daogue, N. J.  
Duff, Mrs. A.  
Durant, A.  
Diss & Gellings  
Donenberg, Miss R.  
Ellas, A.  
Ensign, J.  
Ellerson, D. K.  
Eskert, Miss R.  
Eag Khan  
Frustorfer, H.  
Fucuda, S.  
Fou Chan Fau  
Fueswyto, G. A. G.  
Fong Hall  
Fisher, Miss C.  
Foster, M. R.  
Figueida, H.  
Foreist, Miss A.  
Findlay, Rev. W. H.  
Ferguson, F. J.  
Gibbons, Mr. and Mrs. E. S.  
Grini, Mrs.  
Green, Robert  
Guteris, A.  
Grunberg, T.  
Gronel, E.  
Grider, R. H.  
Galey  
George, Miss A.  
Guimares  
Goldenberg, Miss B.  
Guder, D. D.  
Hutchinson, R. W.  
Hall, J. Andrew  
Halecler, H.  
Hall, Rev. J. R.  
Hall, W.  
Hamilton, Miss E.  
Hamilton, Mrs.  
Hamilton, Capt. E. C.  
Hunter, Miss L. M.  
Hannan, Mr. A.  
Hynd, R. R.  
Hassan, C. H.  
Helen, Capt. G.  
Hemphry, W. H.  
Hall, Capt. J. R.  
Hargreaves, E. D.  
Hay, I. E.  
Hertman, H. B.  
Hesketh, S. B.  
Hendee, L.  
Humphrey, R. A.  
Humphrey, J. L.  
Heffy, J.  
Howard, Miss M.  
Howard, Miss M.  
Hagmhoitom, Miss B.  
Hyland, W. P.  
Hooper, Mrs. A. F.  
Halsey  
Hale, A. E.  
Humphrey, W. A.  
Lee Ah Yane  
Jones, F.  
Jini, Mrs.  
Joustion, Capt.  
Jaun, A. P.  
Jones, L.  
Kember, Dr. F.  
Knight, W.  
Kay, W.  
Kling, E.  
Koulo, Lieut. J. A.

Knox, J. W.  
Kwong Hong Shun  
Lunie, Mrs.  
Lee, Lieut. C. A.  
Liddon, R. K.  
Lundehausen, A.  
Lowe, Dr. O.  
L. Maite, Paul  
Lee, A.  
List of Registered Covers in Photo Assistant.

Asa Singh  
Armstrong, A.  
Ackermann, B.  
Abdul Karim  
Allah Deen  
Bannoo, Miss  
Burgos & Co.  
Blanche  
Blake, J.  
Doota Singh  
Buta, (Sepp)  
Biddell, Miss Marion  
Blake, E.  
Bagat Singh  
Baggo  
Cassios, Dr. F.  
Quardich, P.  
Collins, J.  
Dennis, A.  
Elman, Miss Ida  
Elin, A. (2)  
Eletow, S.  
E. Soun-chong. (3)  
Figueroa, A. F. y  
Fukudas, S. (2)  
Faizall Deen  
Guion, Mons.  
Gromed Singh.  
Grand Hotel.  
Gordon, C. B. (2)  
Galan, Miss.  
Jackson, T. P.  
Marovich, T.  
Guibert, Ed.  
Harman Singh  
Harper, C.  
Harbo, H.  
Humphrey, W.  
Hay, W.  
Hajee Mohamed Joen-  
sensen Hajee  
Hardere, Miss E.  
Isak Din  
Isah, Sarah Abraham  
Isah, Singh  
Jacks, T. P.  
Japanese Address  
Johnston, W. J.  
Kiss, G. G.  
Kalla Singh  
Louis, C. A.  
Lester, I. Y.  
Levi, J. Y.  
Manning, Robt.  
Machado, A. E.  
Miller, Mr. S.  
Meyer, H. S.  
Mastowski, W. von.  
Mohamed Amin  
Mannin Asaf Khan  
Miyamoto, Y.

## List of Registered Covers for Merchant Ships.

S.S. *Aeolus* ..... C. Larson.  
S.S. *Aeolus* ..... T. Williams. (2)  
S.S. *Aeolus* ..... Capt. Kirkwood. (2)  
S.S. *Chiankiang* ..... Capt. J. Vaughan.  
S.S. *Cathus* ..... J. Williams.  
S.S. *Clyde* ..... Hamilton Northcote.  
S.S. *Phoenicia* ..... D. B. Smith.  
S.S. *Diamond* ..... J. Fleming (Baker). (2).  
S.S. *Dea* ..... A. Nelson.  
S.S. *Empress of India* Rev. W. K. McKibben.  
S.S. *Hisping* ..... R. McFarlane (passenger).  
S.S. *Heitor* ..... Fred. Boole.  
S.S. *Haijong* ..... L. Munn.  
Ship *Norma* ..... N. A. Shaw.  
S.S. *Nippon Maru* ..... James Cameron.  
S.S. *Norma* ..... R. S. Hancock.  
S.S. *Oceana* ..... W. L. Rutledge.  
S.S. *Patrius* ..... D. B. Smith.  
S.S. *Phoenicia* ..... Chief Engineer.  
S.S. *Pyrhus* ..... H. P. Miller.  
S.S. *Singap* ..... J. Scott.  
S.S. *Sarpedon* ..... J. Harris.  
Man of War *Suma* .....  
S.S. *Taichow* ..... D. A. Allan.

## Intimations.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
"Z."  
c/o This Office.  
Hongkong, 18th August, 1899. [1043a]

A CURE FOR ASTHMA!!!  
GRIMAULT'S  
INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Inasomnia, Catarrhal Affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.  
GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S  
Matico Capsules  
AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These capsules, unlike Cathartics, have not the inconvenience of producing Nausea.  
MATIO INJECTION is used in recent and MATIO CAPSULES in the chronic cases.  
GRIMAULT & CO., Paris, sold by all Chemists.

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.  
Hongkong, 32nd September, 1898. [40]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—  
ARRATON AFAR, Brit. str., E. Fey.—David  
Sargson, Sons & Co.

Shipping.  
STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR Cebu AND ILOILO.  
THE Company's Steamship

"KAIFONG,"  
Captain Pennafather, will be despatched as above on FRIDAY, the 23rd instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th March, 1900. [348b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"ORESTER,"  
Captain Peters, will be despatched on MONDAY, the 26th March.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th February, 1900. [248b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOURABAYA.  
THE Company's Steamship

"SHANTUNG,"  
Captain Sales, will be despatched as above on TUESDAY, the 27th instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 20th March, 1900. [349b]

NIPPON YUSEN KAISHA.  
FOR MANILA.  
THE Company's Steamship

"FUTAMI MARU,"  
(3,800 Tons Gross, Captain I. Thom.) will be despatched for the above Port, on FRIDAY, the 30th instant, at 4 P.M.  
This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.  
Return Tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to A. S. MIHARA, Manager.  
Hongkong, 20th March, 1900. [363b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"GLAUCUS,"  
Captain Barwise, will be despatched on TUESDAY, the 3rd April.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 14th March, 1900. [330b]

SHEWAN, TOMES & CO'S  
"NEW YORK" LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"LOVSTAKEN,"  
Captain Williams, will be despatched for the above Port on or about the 5th April.  
For Freight, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 20th March, 1900. [339b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched on TUESDAY, the 10th April, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th March, 1900. [343b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above on TUESDAY, the 10th April.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th March, 1900. [344b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"EASTERN,"  
Captain Winthrop, will be despatched as above on THURSDAY, the 3rd May, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 19th March, 1900. [347b]

Shipping.  
STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship

"SUNGKIANG,"  
Captain Moore, will be despatched as above on TO-MORROW, the 22nd instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th March, 1900. [338b]

OCEAN STEAMSHIP COMPANY.  
FOR AMOY.  
THE Company's Steamship

"JASON,"  
Captain Lyett, will be despatched as above on FRIDAY, the 23rd instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th March, 1900. [351b]

IMPERIAL GERMAN MAIL LINE.  
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"WEIMAR,"  
Of the NORDDEUTSCHER LLOYD, Captain H. Meyer, due here with the outward German Mail about FRIDAY, the 23rd instant, will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 16th March, 1900. [32]

THE OSAKA SHIOSEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"TAMSUI MARU,"  
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant, at Daylight.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 16th March, 1900. [345]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"PATHAN,"  
will be despatched for the above Port on or about the 7th April.  
For Freight, apply to DODWELL & CO., LIMITED, Agents.  
Hongkong, 6th March, 1900. [132b]

## Consignees.

"DEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
STEAMSHIP "BENLEDI,"  
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 3rd April, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 4 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 20th March, 1900. [368b]

NOTICE TO CONSIGNEES.  
FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship  
"MARIA VALERIE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
This vessel brings Cargo:—  
From Trieste, ex S.S. *Carlotta* & *Massimiliano* transhipped at Trieste.  
From Levante, ex S.S. *Saturna* transhipped at Port Port.  
Optional Cargo will be discharged here unless notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.  
Hongkong, 20th March, 1900. [329b]

NOTICE TO CONSIGNEES.  
STEAMSHIP "CITY OF DUBLIN,"  
FROM YACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 20th March, 1900. [4]

## Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.  
THE Company's Steamship

"YANGTSE,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.  
Goods not cleared by the 21st instant, at Noon will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 15th March, 1900. [341b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, KARRACHI, BOMBAY, PENANG & SINGAPORE.  
THE Company's Steamship

"URANO,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
This vessel brings Cargo:—  
From Trieste, ex S.S. *Imperator* transhipped at Bombay.  
From Venice, ex S.S. *Carlotta* & *Massimiliano* transhipped at Trieste.  
Optional Cargo will be discharged here unless Notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 23rd instant, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.  
Hongkong, 16th March, 1900. [368b]

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co's Steamship

"MASSILIA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex S.S. *Victoria*.  
From Persian Gulf, ex S.S. *Persia* and *Ningpo*.  
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.  
Goods not cleared by the 22nd instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE, Superintendent.  
Hongkong, 16th March, 1900. [4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship

"CHELYDR,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after Noon, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.  
Hongkong, 20th March, 1900. [362b]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.  
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS AT CURRENT RATES.  
SIEMSEN & Co.  
Hongkong, 28th May, 1895. [50]

## To be Let.

"HARFORD," MAGAZINE GAP.  
GROUND FLOOR, 52, PEEL STREET.  
"THE RETREAT" MOUNT KELLY.  
TOP FLOOR, No. 1, DUNDRELL STREET.  
GODOWNS—Nos. 62 and 63, PRAYA EAST.  
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 6th March, 1900. [12]

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.  
ETH. F. SKERTCHLEY, Manager.  
Hongkong, 1st May, 1899.



